



VISION ZERO ACTION PLAN



CITY OF ROCKVILLE VISION ZERO ACTION PLAN ACKNOWLEDGEMENTS



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This action plan was prepared by the City of Rockville Department of Public Works, Traffic and Transportation Division. Internal assistance was provided by the Public Information Office, Department of Human Resources, the Police Department, and the Department of Recreation and Parks. The Rockville Pedestrian Advocacy Committee, the Rockville Bicycle Advisory Committee and the Traffic and Transportation Commission also provided input throughout the process. Special thanks to Montgomery County for laying out the framework of this action plan.

TABLE OF CONTENTS

Mayor and Council Resolution	4
What is Vision Zero?	5
Action Plan Development	6
Fairness and Equality	7
Crash Data Analysis	8
Non-Motorist Crash Map	8
Action Plan Summary	11
Engineering Action Items	12
Enforcement Action Items	16
Education Action Items	19
Policy Action Items	22
Transparency and Accountability	26

MAYOR AND COUNCIL RESOLUTION

Adopted by Mayor and City Council: October 15, 2018

A RESOLUTION endorsing Vision Zero to move the City of Rockville toward zero deaths by 2030

WHEREAS, road safety is a top public safety priority in the City of Rockville; and

WHEREAS, death and injury on our streets is unacceptable and serious crashes could be preventable; and

WHEREAS, Vision Zero is an international movement to put an end to fatal traffic crashes that relies on data-driven approaches to improve the engineering of roads, to conduct targeted education and enforcement, and to change laws to improve driver behavior and increase penalties for dangerous conduct on the roads; and

WHEREAS, Vision Zero provides a framework for reducing traffic deaths and serious injuries toward zero, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Vision Zero focuses on safety as a primary objective for our transportation systems; and

WHEREAS, the City works towards eliminating pedestrian and bicycle related deaths and serious injuries in Rockville; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e. interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and guidelines;

NOW, THEREFORE, the mayor and council of Rockville do hereby proclaim:

1. The City of Rockville adopts a goal of moving the City of Rockville toward zero traffic deaths and serious injuries; and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.
2. The city mayor and council directs the Director of Public Works to work with the Traffic and Transportation Commission to develop Vision Zero Guidelines which would identify a combination of equitable engineering, enforcement, education, and evaluation along with associated funding needed for the City to reach the goal toward zero deaths and serious injuries by 2030.
3. This resolution shall take effect immediately upon its adoption.

WHAT IS VISION ZERO?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, fair mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proven successful in reducing fatal and severe injury crashes across Europe — and is now gaining momentum in major American cities.

Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. Vision Zero also recognizes non-motorists are intrinsically more vulnerable in collisions with vehicles. This means that system designers and policymakers are expected to improve the roadway environment,

policies and other related systems to lessen the severity of crashes for all users. At the core of Vision Zero is a commitment to protect human life, and a recognition that all transportation-related deaths and severe injuries are preventable and unacceptable.

Vision Zero is a multidisciplinary approach, bringing together diverse stakeholders through cross-disciplinary collaboration among local traffic planners, engineers and policymakers to address this complex problem. Vision Zero acknowledges that many factors contribute to safe mobility, including roadway design, speeds, behaviors, technology and policies, and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Traditional Approach

Traffic deaths are INEVITABLE
PERFECT human behavior
Prevent COLLISIONS
INDIVIDUAL responsibility
Saving lives is EXPENSIVE

VS.

Vision Zero

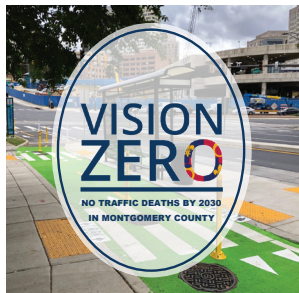
Traffic deaths are PREVENTABLE
Integrate HUMAN FAILING in approach
Prevent FATAL AND SEVERE CRASHES
SYSTEMS approach
Saving lives is NOT EXPENSIVE

ACTION PLAN DEVELOPMENT

Given the nature of the metropolitan region, transportation users in Rockville are likely to experience other places in Montgomery County and/or the state, where Vision Zero is already moving forward. Washington, D.C. was amongst the first jurisdictions in the region to adopt a Vision Zero strategy, in 2015. Montgomery County was one of the first county jurisdictions in the United States to adopt a Vision Zero strategy in 2017 and represents a variety of communities, neighborhoods and land uses. The Maryland General Assembly passed a bill establishing Vision Zero in 2019. The State Highway Administration followed up with a strategy to systematically implement transportation safety elements to match the land-use context surrounding state-owned roadways. This document builds on their success and functions as a local counterpart recognizing the specialized needs of the Rockville community. It is essential that Rockville work with other jurisdictions to not only utilize their best practices, but also the lessons

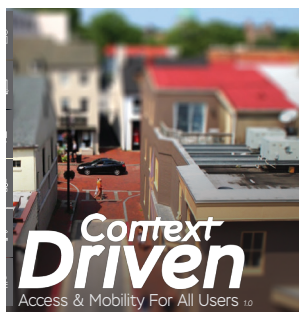
they have learned along the way to make the process in establishing a Vision Zero strategy within Rockville as efficient as possible. In working together, we can also establish a consistent and coordinated approach to transportation safety that has the potential to impact people across the region.

This is a new and fundamentally different way for the city to approach traffic safety; it will require some flexibility in actions and policies to succeed. Ultimately, it will require aligning policies and practices at all levels of government and across city departments, making safety the highest priority for roadways. Committing to Vision Zero in Rockville means building and sustaining leadership, collaboration, and accountability, especially among a diverse group of stakeholders, including transportation professionals, policymakers, police and community members.



Montgomery County Vision Zero 2020

Montgomery County developed and released the 2020 Vision Zero Action Plan to expand on the work completed during the 2018-2019 Two-Year Action Plan by implementing recommendations from completed studies, advancing on-going initiatives, and completing open action items. While work on these action items is underway, outreach will start in spring 2020 to develop the long-range strategic plan to further guide the county towards elimination of traffic fatalities by 2030.



SHA Context Driven

In November 2019, the State Highway Administration released the Context Driven – Access and Mobility for All guidelines. SHA created these standards to establish new context zones that better match the differing land uses around state-maintained roadways across the state. Within each of the six new context zones, the guide provides a toolkit for the leading practices that would best improve safety for each context. Rockville is designated as “Urban Core” zone under these guidelines.

FAIRNESS AND EQUALITY

The most important component of crash data is that it represents people whose lives, as well as the lives of their loved ones, can potentially change as the result of a failure to provide a transportation system that is forgiving of human error. Through this Vision Zero Action Plan, Rockville recognizes safe mobility as a basic right, based on the premise that all people have the right to safe transportation regardless of mode. This means collecting, analyzing and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations, and prioritizing needs accordingly.

This action plan commits to an equitable approach by not only recognizing the diversity of communities and educational

needs within Rockville, but also recognizing the disproportionate risk posed to non-motorists within the roadway¹. Strategies from around the world show Vision Zero policies are most effective when they are firmly driven by reliable and consistent data, and when traffic safety concerns are seen as a multidisciplinary issue in which everyone in the community has a stake. City stakeholders must commit to gather, analyze, utilize and share reliable data to understand traffic safety issues and prioritize resources based on the empirical evidence of the greatest needs and impact. In this way, Vision Zero looks to proactive measures which impact the roadway system citywide over reactive measures which only seek to benefit specific areas of the city

Crash Not Accident

Words matter. Deaths and serious injuries in traffic are not inevitable “accidents,” but preventable crashes that can be ended through engineering, enforcement and education.

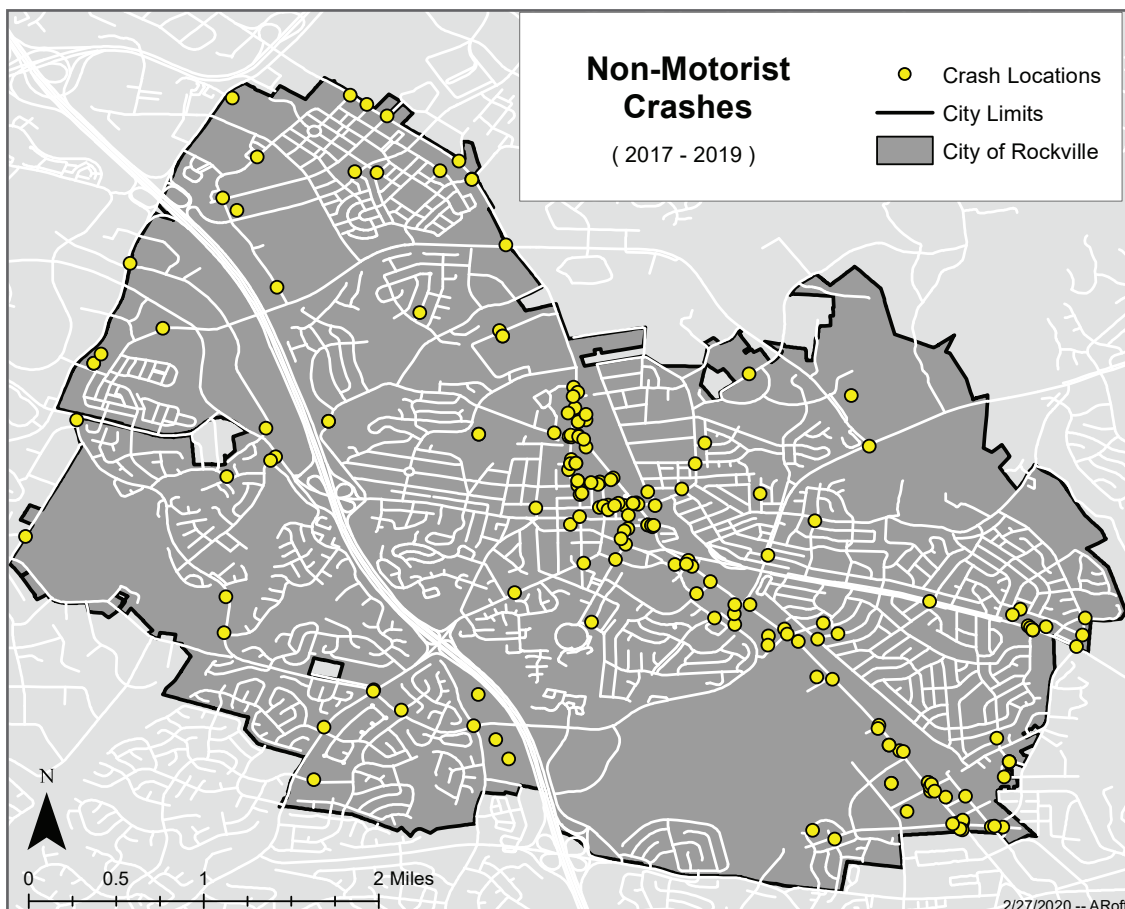
¹ Roadways include transportation infrastructure for a variety of users including cyclists and pedestrians by way of bike lanes, shared roadways, crosswalks, intersections etc.

CRASH DATA ANALYSIS

The city gathered data from reports by Montgomery County and Rockville Police. While this shows a significant number of crashes, these reports exclude Maryland State Police reports. Below is a map showing crash locations throughout the city as an example of the data staff initially gathered. It should be noted that data presented does not include every severe and fatal collision that occurred in Rockville during the analysis period. Data for interstate 270 was omitted in order to focus on areas where the city can best use its resources to address incidents in a localized setting, i.e., roadways where the city either maintains or works closely with those maintaining these roadways. Partnerships are therefore vitally important for achieving Vision Zero for all parties. It should be noted that this data represents all crashes involving non-motorists regardless of injury severity. While Rockville does not

have a large number of crashes involving severe injuries or fatalities, we recognize the same factors contributing to these crashes are also present in crashes with minor to no injuries. In examining the whole picture of potential crashes and looking at patterns, we are able to better understand these factors and respond accordingly.

Engineering, education and enforcement are most effective when targeting the environmental and behavioral factors that contribute to a collision. Below is a map showing crash locations throughout the city. A component of the data analysis action item (proposed as action item #1 on page 12) will further analyze contributing factors, similar to the ones highlighted below, in order to frame the elements needed for a systematic approach to provide safe mobility citywide.



ACTION PLAN SUMMARY

Rockville's Action Plan seeks to bridge the gap between reacting quickly to individual crashes and the need to examine all crashes in a thorough way as to provide information to support a long-term proactive approach. The action items in this plan lay the foundation for what the city hopes to be a long-term strategy for reducing and eliminating transportation related crashes involving serious injuries and fatalities. Ultimately, this is a systematic approach to examining data in order to focus on the factors that contribute to crashes so that the city can react to not only a singular crash, but to the transportation system as a whole. This plan identifies a series of action items that,

through completion, help the city recognize and remedy factors that could contribute to future crashes. As such, this action plan should be seen as an exploratory effort of trial and error to determine what works for the city and to rule out what will not help Rockville achieve Vision Zero. In doing so, these action items will build a strong foundation for future Vision Zero initiatives that will fully eliminate collisions involving severe injuries and fatalities. The plan also builds off the success of existing county and state programs and their initiatives related to traffic safety and forms a consistent approach

The Action Plan is the result of a process that includes several critical sources of input:

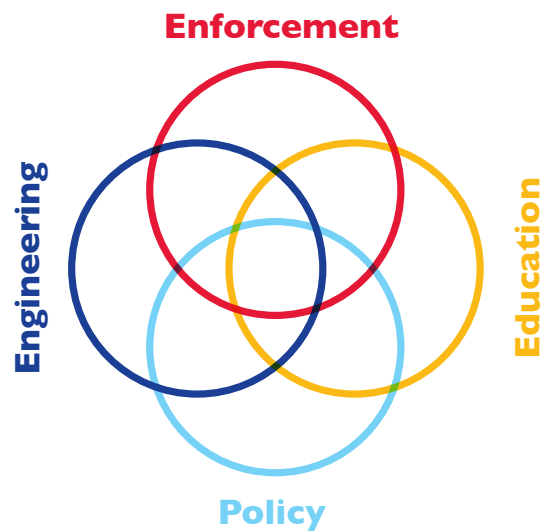
1. Review of previous and existing roadway safety efforts in the city.
2. Review of practices from other Vision Zero communities and particularly Montgomery County.
3. Analysis of collision data gathered from Montgomery County's dataset to identify trends and significant issues to inform the plan.
4. Consultation with city departments and agencies, the Traffic and Transportation Commission, the Rockville Bicycle Advisory Committee and the Rockville Pedestrian Advocacy Committee, as well as with other stakeholders and interested parties

VISION ZERO PROJECT TIMELINE



ACTION PLAN ITEMS

To reach the goal of zero severe and fatal collisions, the action plan identifies specific action items with departments responsible and metrics for completion. All action items are built around four key action areas: engineering, enforcement, education and policy. The action items are listed in the table below.



Engineering

1. Crash Analysis /predictive analysis*
2. Update City Road Design Standards
3. Review Transit Stops
4. Evaluate Crossings and Unsignalized Intersections
5. State/County/City Project Collaboration*
6. Improve Traffic Signals*
7. Accelerate Sidewalk Construction
8. Create Pedestrian Master Plan
9. Expand Network of Safe Bicycle Facilities

Enforcement

10. Increase Enforcement Activities
11. Explore Expanding Automated Enforcement
12. Expand Traffic Law Enforcement and Distracted Driving Detection Program
13. Collaboration with Court System
14. Enhance Police Driver Training
15. Temporary Traffic Control Devices

Education

16. Create Comprehensive Outreach Strategy
17. Collaborate with County on Safe Routes to School Activities*
18. On-bike Education Programs for Kids*
19. Safety Awareness Training for City Employees
20. Training in the Community*

Policy

21. Appoint Vision Zero Coordinator
22. Establish Cross Departmental Vision Zero Task Force
23. Change Policies, Regulations, and Law*
24. Ensure Fairness and Equality Throughout Vision Zero Projects
25. Create Vision Zero Webpage
26. Publish Collision Data*
27. Improve Crash Data Collection*
28. Coordinate with Peer Learning Opportunities*
29. Review Existing Traffic Safety Programs and Policies
30. Procure Safer Vehicles

**Note: The county is currently working on these items. The city will support the county in these initiatives as a partner while also advocating for safety projects specific to Rockville. Additionally, the city may use these initiatives as a starting point before tailoring each action item to the specific needs of Rockville based upon the findings in the data analysis.*



ENGINEERING

Engineering focuses on the design, planning, and construction of transportation infrastructure with a safe systems approach, ensuring severe injuries and fatalities are not the result of human error.

ACTION 1 **Crash Analysis / Predictive Analysis**

Lead Traffic and Transportation

Support Montgomery County², Police Department, SHA

Action Undertake a detailed, citywide crash study to provide a comprehensive understanding of traffic crash causes, contributing factors, locations, and roadway characteristics. This study should identify the high injury network (HIN) as well as prioritize projects and provide the foundation for future Vision Zero initiatives.

Metrics Complete Action

ACTION 2 **Update City Road Design Standards**

Lead Traffic and Transportation

Support Engineering, PDS

Action Review, revise, and develop roadway design standards and complete street guidelines utilizing road code and leading practices from groups such as National Association of City Transportation Officials (NACTO), Institute of Transportation Engineers (ITE), and American Association of State Highway Transportation Officials (AASHTO) for various right-of-way³ within the city. The review should prioritize reducing opportunities for high-speed collisions through physical separation, reducing motor vehicle speeds where separation cannot be achieved, and developing proper environmental countermeasures for all new and retrofitted right-of-way within the city.

Metrics Complete Action; publish new/revised road design standards.

ACTION 3 **Review Transit Stops**

Lead Traffic and Transportation

Support WAMATA, Ride-On

Action Conduct a comprehensive review of transit stop locations and conditions to ensure safety and accessibility. Develop a program for reviewing the stops every 5 years.

Metrics Complete comprehensive review of transit stops including;

- Percentage of transit stops with safe crossings
- Number of severe and fatal collisions related to going or leaving a transit stop

²The city gathered data compiled from both Montgomery County and Rockville Police Departments' reports. More information can be found in the Crash Data Analysis section.

³"Right-of-way" typically includes infrastructure for all modes, including sidewalks/ shared use paths, landscaping zones, parking, areas for biking, and general-purpose lanes.

ACTION 4 Evaluate Crossings and Unsignalized Intersections

Lead Traffic and Transportation

Support Recreation and Parks

Action Evaluate existing crossings and intersections with safety as a priority. Crossings identified as high risk will be transformed first with improvements such as flashing beacons, etc. as applicable.

Metrics Develop a list of priority crossings and intersections for modification including;

- Identify all high-risk crossings within the city.
- Percentage of safe crossings and intersections.
- Number of severe and fatal collisions at crossings and intersections.

ACTION 5 State/County/City Project Collaboration

Lead Traffic and Transportation, MCDOT, SHA

Support N/A

Action Identify high injury areas where the city, county and state can jointly implement safety improvement projects.

Metrics Identify potential project areas and number of severe and fatal collisions occurring in the high injury network on city owned roads. Advocate for identified project areas on roadways operated and maintained by SHA.

ACTION 6 Improve Traffic Signals

Lead Traffic and Transportation, MCDOT, SHA

Support N/A

Action Complete a comprehensive review of the City's traffic signals to ensure the use of the latest technology and standards to implement innovative pedestrian and bicycle signals (such as Lead Pedestrian Intervals (LPI) and Pedestrian Recall, etc.) to provide effective and safe crossings.

Metrics Complete review of traffic signals
Advocate for improvements on signals owned/
operated by SHA/Montgomery County.

ACTION 7 Accelerate Sidewalk Construction

Lead Traffic and Transportation

Support MCDOT, SHA

Action Using the Sidewalk Prioritization Map as a guide, accelerate the sidewalk construction program with priority projects in the high injury network.

Metrics Develop a list of high priority projects (1 year)
Number of priority projects completed and number of linear feet of sidewalk completed (4 years).

ACTION 8 Create Pedestrian Master Plan

Lead Traffic and Transportation

Support PDS, Recreation and Parks

Action As proposed in the 2040 Comprehensive Plan, build on the existing Pedestrian Policies and Sidewalk Prioritization Map to complete a Pedestrian Master Plan for the city to address the unique issues faced by pedestrians and people with disabilities.

Metrics Complete Action

ACTION 9 Expand Network of Safe Bicycle Facilities

Lead Traffic and Transportation

Support Recreation and Parks, MCDOT, SHA

Action Using the Bikeway Master Plan as a guide, construct new bikeway facilities to create a safe, highly connected, convenient, and low-stress bicycling network.

Metrics Complete Action



ENFORCEMENT

Enforcement encourages a culture of safety by utilizing evidence-based law enforcement and policies.

ACTION 10 Increase Enforcement Activities

Lead Police

Support Traffic and Transportation, Public Information

Action Increase enforcement of distracted, impaired, occupant protection, and aggressive driving behaviors, as well as violations of pedestrian and bicycle safety laws. Enforcement activities should concentrate in the high injury network, during peak seasons, and specific times of day. Enforcement should be performed in conjunction with education campaigns.

Metrics Hours of dedicated enforcement

ACTION 11 Explore Expanding Automated Enforcement

Lead Police

Support Traffic and Transportation

Action Increase the use of automated enforcement to address excessive speed and red-light violations if determined to be feasible in next contract with vendor.

Metrics Citations issued through the Safe Speed Program. Reduction in speed related crashes along Safe Speed corridors.

ACTION 12 Expand Traffic Law Enforcement and Distracted Driving Detection Program

Lead Police

Support N/A

Action Expand existing traffic focused programs, such as usage of decoy police officers/vehicles and speed indicator radars. Increase diverse methods used to assist with aggressive and distracted driving enforcement.

Metrics Develop recommendations for an expanded/enhanced Speed Watch and Distracted Driving Program

ACTION 13 Collaboration with Court System

Lead Police

Support MD/County Courts

Action When possible and practical, inform judicial system regarding high visibility enforcement and its connection to traffic safety. Inform the judicial system regarding violations that occur in High Injury Network (HIN) or other safety-sensitive areas to make sure that enforcement actions are supported and reinforced.

Metrics Complete initial outreach

ACTION 14 Enhance Police Driver Training

Lead Police

Support N/A

Action Develop a strategy for identifying employees in need of remedial training and provide additional hours of a driver training program.

Metrics While not currently an issue for the Police Department, will monitor for any severe or fatal collisions involving police vehicles.

ACTION 15 Temporary Traffic Control Devices

Lead Police

Support N/A

Action Provide the Police Department with additional temporary traffic controls (e.g. portable stop signs / traffic cones) and suitable training to deploy these devices during emergency responses, traffic details and other events.

Metrics Procure traffic control devices
Reduction in the number of severe or fatal collisions occurring on scene of a traffic collision or other events.



SCHOOL

SPEED
LIMIT

EDUCATION

Education engages the public using a variety of outreach methods to instill safe behaviors and increase awareness of dangerous driving, biking, and walking behaviors.

ACTION 16 Create Comprehensive Outreach Strategy

Lead Public Information

Support Traffic and Transportation, Police, Montgomery County

Action Develop a communication and outreach strategy for specific groups most at risk of being involved in a severe or fatal collision.

Metrics Complete action

ACTION 17 Join the County on Safe Routes to School Activities

Lead MCDOT, MCPS

Support Traffic and Transportation, Public Information, Police

Action Join Montgomery County on the expansion of Safe Routes to School (SRTS) activities to all schools within Rockville and comprehensive traffic safety education for pedestrian, bicycle, and driver safety at appropriate ages.

Metrics Join the County by developing a collaboration agreement with MCDOT and MCPS
Number of outreach activities the city participates with school aged children.

ACTION 18 Join the County on On-bike Education Programs for Kids

Lead MCDOT, MCPS

Support Traffic and Transportation, Public Information, Police

Action Join the County in establishing an on-bike education program to teach bike safety skills to all school aged children.

Metrics Join the County by developing a collaboration agreement with MCDOT and MCPS.
Number of outreach activities the city participates with school aged children.

ACTION 19 Safety Awareness Training for City Employees

Lead Human Resources

Support Public Works, Police, Recreation and Parks

Action Educate key staff in Human Resources, Public Works, Police, Parks and Recreation on the fundamentals of Vision Zero. These fundamentals should be passed down to frontline employees through training sessions, to make them aware of Vision Zero in order to build a culture of safety and accountability.

Metrics Number of awareness training sessions
Number of city employees given training

ACTION 20 Training in the Community

Lead Vision Zero Coordinator

Support Traffic and Transportation, Parks and Recreation, Public Information, Montgomery County

Action Identify major employers, TDM programs, civic associations, HOAs, PTA's and other community stakeholders to receive Vision Zero training and messaging.

Metrics Create outreach materials and identify partners
Number of businesses/groups participating in Vision Zero Training

A photograph of the Rockville City Hall entrance, featuring a set of stairs with metal railings leading up to glass doors. A dark awning above the entrance displays the text "ROCKVILLE CITY HALL" and "111 MARYLAND AVENUE". In the foreground, there are two parking meters. The entire image has a blue tint and is overlaid with a white diagonal striped pattern at the top.

ROCKVILLE CITY HALL
111 MARYLAND AVENUE

POLICY

Policy lays the foundation for the city's future vision zero initiatives and seeks to improve the way traffic safety is managed throughout the city by advocating for the vital tools to fully enact the Vision Zero strategy.

ACTION 21 **Appoint Vision Zero Coordinator**

Lead Traffic and Transportation

Support N/A

Action Appoint a Vision Zero Coordinator to oversee implementation of this plan and champion Vision Zero throughout the city.

Metrics Complete Action

ACTION 22 **Establish a Cross-Departmental Vision Zero Task Force**

Lead Traffic and Transportation

Support Police, Parks and Recreation, Public Information

Action Create opportunities for team building and communication across departments participating in Vision Zero. Work towards implementing Vision Zero Action items. This task force will also review each serious injury and fatal crash (within the City of Rockville) as soon as possible after the event to identify potential actions the city can take to address safety issues. The task force will also appoint a liaison to the county's Collision Review Team.

Metrics Number of collaboration events held each year
Number of action items implemented
Appoint a liaison to the County Collision Review Team

ACTION 23 **Change Policies, Regulations, and Laws**

Lead Vision Zero Task Force, Montgomery County, state

Support City Manager's Office, City Attorney's Office

Action Identify city, county and state laws, policies, and regulations that are hindering the city's progress towards Vision Zero and develop strategies to update them. Emphasis should be on laws that allow for innovative engineering and ability to lower speed limits to align with leading Vision Zero practices. Collaborate with Montgomery County's Vision Zero Steering Committee.

Metrics Identify changes to laws, policies, and regulations
Coordination with Montgomery County's Vision Zero Steering Committee
Begin process for successful passage of new laws, policies, and regulations

ACTION 24 Ensure Fairness and Equality throughout Vision Zero Projects

Lead Vision Zero Task Force

Support City Manager's Office, Traffic and Transportation, Public Information, Police, Parks and Recreation

Action Work with community to ensure that Vision Zero strategies, approaches, messaging and projects prioritize safety, ensures fairness and are distributed equally among stakeholders.

Metrics Ongoing

ACTION 25 Create Vision Zero Webpage

Lead Public Information

Support Vision Zero Coordinator

Action Create a Vision Zero webpage that contains all Vision Zero related information including tracking information for action items.

Metrics Complete action

ACTION 26 Publish Collision Data

Lead Vision Zero Coordinator

Support Public Information, Police

Action Collaborate with Montgomery County to publish collision data on the city's Vision Zero webpage and distilling data for easier consumption and analysis by the public.

Metrics Complete Action

ACTION 27 **Improve Crash Data Collection**

Lead Vision Zero Coordinator

Support Police, Montgomery County, SHA

Action Improve collision data collection by the city through collaboration with Montgomery County and SHA.

Metrics Complete Action

ACTION 28 **Coordinate with Peer Learning Opportunities**

Lead Vision Zero Coordinator

Support Traffic and Transportation, Police, Public Information, Montgomery County, State

Action Collaborate with Montgomery County to establish links with peer Vision Zero communities to create a shared learning community.

Metrics Hold annual meetings with other Vision Zero communities

ACTION 29 **Review Existing Traffic Safety Programs and Policies**

Lead Vision Zero Coordinator

Support Traffic and Transportation, Police, Public Information

Action Review existing traffic safety programs and policies to determine their effectiveness in reaching the Vision Zero goal.

Metrics Complete Action

ACTION 30 **Procure Safer Vehicles**

Lead Fleet Services

Support Vision Zero Coordinator

Action Adopt new vehicle fleet purchasing policy to include purchasing specifications for crash avoidance systems, side and under-run guards, mirrors and lighting.

Metrics Complete Action

TRANSPARENCY AND ACCOUNTABILITY

Comprehensive and strategic communications are essential to a successful Vision Zero effort. The best results come from understanding how to move individuals and institutions toward cultural change, taking a targeted, data-driven approach to how and where messaging will be deployed; and testing and evaluating approaches to ensure their effectiveness. Rockville is committed to maintaining transparency with the public by frequently and clearly communicating data on progress towards the goal of zero collisions involving severe injuries and fatalities. This action plan will ensure regular updates to committees within the City on the progress of action items and performance measures, and a yearly briefing to the Mayor and Council. By providing transparent progress tracking to determine what works and weed out what doesn't, Rockville will lay the groundwork for the city's future Vision Zero initiatives. This Vision Zero Action Plan also commits to encouraging meaningful cooperation in establishing a framework for multiple stakeholders to set shared goals and focus

on coordination and accountability. The city acknowledges that our Vision Zero goals cannot be accomplished without collaboration among relevant governmental agencies, departments, and community stakeholders. By establishing the Rockville Vision Zero Task Force, this plan creates opportunities for collaboration and communication among city departments. The city also ensures regular communication with the county through its Vision Zero Steering Committee and Vision Zero Coordinator. Because not all streets within Rockville are under the jurisdiction of the city, we will work closely with the Maryland State Highway Administration and Montgomery County to ensure our goals of Vision Zero are sought and that we all have a consistent approach to transportation safety. The county and state are already in the process of accomplishing similar action items and Vision Zero strategies as described in this action plan. Rockville commits to supporting the county and State in these initiatives as a partner while also advocating for safety projects specific to the city.

